# BALTIMORE AND OHIO

Bill Introduced for Terminal Facilities and Against Grade Crossings.

VIADUCT FOR THE TRACKS

Site of Station and Combination of the Two Lines of Road.

MILLION AND HALF PAYMENT

Senator McMillan today introduced the bill for the abolishment of the grade crossin this city and for the arrangement of its pared by the railroad and is introduced after many and long consultations with the District Commissioners. It is not known, however, whether the Commissioners approve of all the features of the bill. The city new has propositions from both railroads for the doing away with of all of their deadly crossings which have sed the city.

The measure is headed "A bill to pro-vide for eliminating certain grade crossings of railroads in the District of Columbia; to require and authorize the construction of new terminals and tracks for the Balti-more and Ohio Railroad Company in the city of Washington, and for other pur-toses." The bill in full is as follows: Section 1.

He it enacted by the Senate and House of Representatives of the United States of Railroad Company in connection Washington branch railroad and Metropolitan branch railroad within the District of Columbia and in the city of Washington, as hereinafter provided. The said new terminals and terminal tracks shall occupy the streets, avenues, public reservations and property belonging to the United States, and such of the lands and property belonging to others, as may be acquired by either of said companies, situate and lying within the area bounded as follows, to wit: Beginning at the intersection of the south line of H street north, and a line forty feet from the east building line of Delaware avenue and parallel thereto, thence along said line parallel to the eastreginning, or so much of this area as may be found to be necessary for proper termi-nal facilities and agreed upon between the Baltimore and Ohio Rallroad Company and the Commissioners of the District of Co-lumbia. The main lines of railroad connecting said

new terminals and terminal tracks with the present lines of railroad of said Washing-ton branch and said Metropolitan branch shall be located as follows: From the south shall be located as follows: From the south side of H street said lines shall run by a masonry viaduct of width sufficient for five tracks, but not exceeding in width eight feet (with such turnouts and sidings to a joining property as man of sidings to a with five main tracks (but with the right to locate and construct sidings in Delaware avenue to and into adjoining property), and crossing Florida avenue overhead by means of a two-span plate girder bridge or by masonry arches to the north side of Florida avenue; thence by diverging times crossing over New York avenue by means of two-span plate girder bridge or bridges over the same, or by masonry arches, the ore the same, or by masonry arches, the ore the

Streets Closed. To accomplish the purposes of this act, the following named streets and crossings north of Florida avenue and outside of the city !!mits shall be completely

east and New York avenue extended; R street between 3d street east and New York avenue extended; S street between 4th street east and 6th street east; the Brentwood road between S street and Florida avenue; 4th between P street and Florida avenue; 4th between P street and S street; 5th street between New York avenue extended and T street; 6th street between New York avenue extended and S street; 0 street between 3d street and 4th street; P street between 3d street and 4th street; Quincy street and Randolph street, east of the Baltimore and Ohio right-of-way. Metropolitan branch, and Seaton street between said right-of-way and 6th street east—it being the intention of this act to abandon and close all streets, place streets, roads and alleys in Eckington north of Florida avenue and south of S street between the present tracks of the Metropolitan branch railroad on the west and Brentwood road en the east, and also the Brentwood road south of the south line of S street; S street between 4th street and 6th street; but that New York avenue and Florida avenue shall be carried under said railroad, as provided in the first section of this act. T street shall be carried over the T street; but that New York avenue and Florida avenue shall be carried under said railroad, as provided in the first section of this act. T street shall be carried over the Metropolitan branch railroad by a bridge or vladuct. Between the north line of M street and the south line of G street all the tracks hereinbefore authorized shall be elevated and carried on a masonry vladuct, which said vladuct shall be so constructed with arches or bridges as to permit each and every intersecting street or avenue in the city to be passed and continued under the same through arched openings or spaces of sufficient clearance to permit the free and unobstructed use of said streets and avenues, in the form and manner and of the dimensions shown and indicated on the plan and profiles agreed upon between the said Baltimore and Ohlo Railroad Company and the Commissioners of the District of Columbia, and now on file in the öffice of the Engineer Commissioner.

The following named streets within the city limits shall be completely vacated, abandoned and closed, namely: N street between 23 street east and 3d street east, and Delaware avenue, shall be closed and abandoned between the south line of Florida avenue and the north line of M street; F street between 1st street and Morth Capitol street; D street between 1st street and North Capitol street; and Delaware avenue between F and C streets

The Commissioners of the District of Columbia are hereby authorized and directed
to cause all streets, avenues, ways and
alleys to be closed, as provided in this act
and in accordance with the intent thereof;
and also to make such changes in the existing lines and grades of any street, avenue,
or way as may be reasonably required,
deemed necessary or advisable in the construction of the works hereby authorized.
That such portions of the bridge carrying T street over the tracks of the Baltimore and Ohio Railroad Company as ite
within the limits of the right of way of
said company shall be built and paid for
by said company, and that so much of the
change of grade at M street and Florida
avenue as may be necessary to carry said change of grade at M street and Florida avenue as may be necessary to carry said highways under the line of the railroad within the limits of the right of way of said company shall be paid for by the railroad company. The approaches, however, to said T street, Florida avenue and M street and all of the work not within the right of way at said points shall be made and constructed by and under the supervision of the Commissioners of the District of Columbia, and paid for from funds available for the purpose.

Additional Land. Section 4. That in addition to the main of erminal station or depot to be located as hereinbefore provided the Baltimore and Ohio Railroad Company, or the terminal company incorporated as provided in this act, may from time to time hereafter conact, may from time to time hereafter con-struct, establish and maintain such addi-tional stations or depots for passengers or freight as the company may deem neces-sary or useful in the conduct of its busi-ness or for the accommodation of the freight and passenger traffic passing over the lines of railroad authorized by this act, at such point or points within the District as the Commissioners of the District of Columbia shall approve; and it shall be of Columbia shall approve; and it shall be lawful for either of said companies to acquire by gift, purchase or condemnation such manner as it may deem necessary beneficial to accommodate or promot traffic on said railroad, and to extenany lands so acquired and connect the same with the tracks on such adjacent street or avenue; provided, however, that no grade crossing of any street or avenue within the city of Washington shall be thereby created, but sech connecting tracks thereby created, but such connecting tracks shall be elevated and carried over the portion of such street or avenue crossed in such manner as not to obstruct the free use thereof, and the plans of such connecting trucks and elevated structure shall in every adjacent to any street or avenue along which said lines of railroad are located, upon the application of the owner or own-ers of such lot or lots, to enable such own-

within the city of Washington shall be substantially in accordance with the plans agreed upon by and between the Commissioners of the District of Columbia and the Baltimore and Ohio Railroad Company, which plans, with the accompanying drawings, maps and tracings, signed by the Commissioners and by the chief engineer of such railroad company, are filed in the office of the Engineer Commissioner of said District; but that the company constructing said works shall be authorized to make such minor changes or modifications of or departures from said plans, drawings, many departures from said plans, drawings, many or neem necessary, advisable or advantageous, and as the Commissioners shall approve and agree to; and in case of any change or modification of or departure from the present plans, the Baltimore and Ohio Railroad Company shall submit the new plans to the said Commissioners for their approval, and shall file duly authenticated copies of said plans, after approval, with the Commissioners.

thorized to exercise such supervision over the same as may be necessary to secure the roper construction and maintenance there

collector of taxes of the District of Colum-bla such sums of money as the Commis-sieners of said District may reasonably re-quire to cover the cost of District inspec-

Section 7. That of the works hereby authorized, the viaduct and main lines of railroad thereon and extending therefrom to their points of connection with the Washington Branch railroad and Metropolitan Branch railroad, respectively, shall be completed, and said new terminals shall be

pleted, and said new terminals shall be ready for occupancy within five years from the date of the passage of this act.

From and after the expiration of five years from the date of the passage of this act all rights of the Baltimore and Onio Railroad Company to maintain and operate the present tracks of its Washington Branch railroad within the limits of the city of Washington and its present tracks of its Metropolitan Branch of railroad south of the northern line of New York avenue, shall cease and determine; and the said railroad company shall thereupon, within such reasonable time as the Commissioners of the District of Columbia shall prescribe, remove all such tracks and structures conremove all such tracks and structures con-nected therewith from the streets, avenues, nected therewith from the streets, avenues, public reservations or other property of the United States within the said city. Said Baltimore and Ohio Railroad Company shall also immediately execute, acknowledge and deliver to the Commissioners of the District of Columbia a deed in due form of law, granting, conveying, assigning and transferring to the United States of America all the estates, right, title and interest that it, the said Baltimore and Ohio Railroad Company has in, to or out of the lands included within the limits of the roadway or right of way of the Washington Branch railroad of said company, from the west line of 2d street to Winthrop Heights west line of 2d street to Winthrop Heights station; subject, however, as to so much of said lands as lie north of Florida avenue said lands as lie north of Florida avenue and outside of the limits of the city of Washington, to the continued maintenance and use of the present tracks of said railroad company thereon, for the purpose of reaching its yard and round house at Trinidad, until its new yard and round house in or near Eckington, south of T street, authorized by this act, shall be ready for use, but not exceeding six years from the date of the passage of this act; said company, however, to have the right to remove its tracks and structures from the lands so granted within sixty days after the expiration of its right to maintain and use its tracks thereon.

Million and a Half.

In consideration of the surrender by the Baltimore and Ohio Railroad Company, under the requirements of this act, of its rights under the several acts of Congress heretofore passed and under its several contracts with the municipal authorities of the city of Washington authorized by said acts of Congress, and in consideration construction of the new duct and connecting railroads, as required duct and connecting railroads, as required by this act, to avoid all grade crossing of streets and avenues within the city washington, and further in consideration of the grant and conveyance to the United States of the lands included within the limits of the roadway and right of way of the Washington Branch railroad, which can be used for a street or avenue for the public benefit, the sum of \$1,500,000 to be paid to said railroad company toward the cost of the construction of said elevated cost of the construction of said elevated terminals, viaduct and structures within the city of Washington, shall be, and is hereby, appropriated, one-half to be paid out of any money in the treasury of the out of any money in the dreasury of the United States not otherwise appropriated, the other half to be paid out of the revenues of the District of Columbia. The sum so appropriated shall be paid upon

presentation of a certificate by the Com-missioners of the District of Columbia that the said viaduct has been completed as required by this act. . . In order to provide for the one-half of said amount chargeable to the District of Columbia, the Commissioners thereof shall

said amount chargeable to the District of Columbia, the Commissioners thereof shall, on the 1st day of July following the passage of this act, and annually thereafter, pay over to the treasurer of the United States, out of the revenues of the District of Columbia, the sum of \$150,000, to be invested by the said treasurer in interest-bearing bonds of the United States or the District of Columbia, until the full sum of \$750,000, as provided herein, shall have been paid.

District of Columbia, until the full sum of \$750,000, as provided hefein, shall have been paid.

Section 8. That no assessment, valuation or tax shall be made or levied on the railroad or terminals located, constructed or maintained under the authority of this act in excess of that which would or could be lawfully made, laid or sevied, if said railroad and terminals were so located, constructed and maintained without the use of bridges, viaducts, retaining walls and other structures necessary or properly employed to elevate the same, as required by this act, it being the true intent and meaning hereof that the railroad and terminals hereby authorized shall be assessed and valued for purpores of taxation and taxed on the same basis as if the same were not constructed and maintained by means of such bridges, viaducts, retaining walls and other structures.

Terminal Company.

### Terminal Company.

Section 9. That if, for the purpose of constructing and dwning the terminals, viaduct, railroads, depots, stations and other works authorized by this act, or any part thereof, the Baltimore and Ohio Railroad works authorized by this act, or any part thereof, the Baltimore and Ohio Railroad Company shall deem it expedient or advisable that a terminal company in its interest be created and organized in the District of Columbia, the said Baltimore and Ohio Railroad Company, or some person thereto authorized on its behalf by resolution of its president and directors, together with other persons not less than seven in number, of whom a majority shall be residents of the District of Columbia, shall cause a certificate of incorporation to be executed and recorded in accordance with the provisions of the general incorporation act of Congress, for the District of Columbia, relating to railroad companies, being sections 618 to 676 both inclusive, of the Revised Statutes, relating to the District of Columbia, with such capital stock and under such corporate name as may be set forth in such certificate. The corporation so formed shall be vested with all the authority, rights and privileges granted by said general act, but the Baltimore and Ohio Railroad Company, or such persons as it may designate by resolution of its president and directors, shall be entitled to subscribe for and hold all the stock of said corporation, without advertisement or allotment as provided in said sections 621 and 622 of said Revised Statutes. Said corporation shall also be vested with and enjoy all the authorities, rights and privileges herein granted, so far as the same are applicable to or exercisable in its undertaking, as set forth in its said certificate of incorporation, and it shall be bound by all the limitations and provisions of this act. Said corporation shall have the further powers to contract with the Baltimore and Ohio Railroad Company for the use or operation of its railroad and works by the last named company, or for the lease of the same, on such terms as may be agreed upon between the two companies; and shall also have the right and power, exercisable at any time, to sell and convey all its railroad, works and property to the said Company shall deem it expedient or advi-

repay to every stockholder the amount of money actually paid in on the stock held by him.

On the execution, delivery and recording of the deed of conveyance, pursuant to and in consummation of such sale, the said terminal company shall pio facto be dissolved and its corporate existence shall cease.

In the event, however, that the said terminal company shall not be organized under the provisions of this act, then the privileges, powers and duties herein conferred and imposed shall devolve exclusively upon the Baltimore and Ohio Railroad Company.

Section 10. The Baltimore and Ohio Railroad Company and the terminal company incorporated as herein provided shall be authorized and empowered, from time to time, to take, acquire and hold, in fee simple, all lands and property required for the terminals, station yards, railroad facilities and other works authorized by this act, either by purchase or by condemnation, as provided in sections 648 to 663, both inclusive, of the Revised Statutes relating to the District of Columbia; and in case the company requiring such land and property wishes to take immediate possession of the same, it may, at the time of filing a description of the rights and interests intended to be appropriated, as provided in section 650 of said Revised Statutes, file also with the clerk of the Supreme Court of the District its bond to the owner or owners of such land and property to be appropriated, conditioned for the payment to such owner or owners of the damages for the taking thereof when the same shall have been ascertained according to the provisions of said sections of the Revised copies of said plans, after approval, with the Commissioners.

All work of construction authorized by this act, which shall affect in any way the existing streets or avenues of the city or District, not hereby abandoned and closed, shall be done to the satisfaction and subject to the approval of the Commissioners of the District of Columbia, who are authorized by the commissioners of the District of Columbia, who are authorized by the commissioners of the same by a judge of said court, the right of the company to the property to be appropriated and the approval of the appropriated of the commissioners. enter upon the property to be appropriated shall be complete; and the amount of the bond, the sufficiency of the surety or sure-ties thereon, and the form thereof, shall be subject to the approval of one of the judges of the said court, and recovery may be had thereon for the amount of the damages assessed, if the same be not paid or cannot be made by execution on final judgment in

of laws inconsistent with the provisions of his act are hereby repealed to the extent o which they are so inconsistent, but to

Section 12. That Congress reserves the right to alter, amend or repeal this act.

# WEATHER BUREAU.

Reorganization Bill Considered by Committee on Agriculture. The House committee on agriculture yes terday took under consideration the bill recently introduced by the chairman of th

ommittee for the reorganization of the weather bureau. Prof. Moore, the chief of the bureau, appeared before the committee and explained the provisions of the bill. "I made the draft of this bill," said Prof.

Moore, "which I believe will effect the establishment in the weather service of an ideal merit system, complete in the co-ordination of all its parts from the humblest employe to the head of the service."

Prof. Moore said the bill had the sance

on of the Secretary of Agriculture, and he believed that it would have the approval of the committee. Prof. Moore recapitulated the salient features of the bill as follows: "It apportions appointments among sen:

"It apportions appointments among sena-tors, representatives and delegates with-out regard to their political faith. It pro-vides that candidates shall be nominated by the representatives of the people under such rigid restrictions as to age, physical condition and education as render it diffi-cult, if not impossible, to effect the perma-nent appointment or the promotion of an unfit person. unfit person.
"It prohibits the use of political or other

"It prohibits the use of political or other influence to secure promotion or assignment, and I believe properly co-ordinates the perogatives of Congress and the executive officers of the government in the matter of the appointment to and the control of the federal service. It places each employe strictly upon his merits and compels him to work out his own salvation, while the present law leaves all this to the caprice of the executive officer or the rules of a commission. It prohibits the removal of any employs for political reasons and makes his tenure of office secure so long as his services are advantageous to the government, and no longer. Without one cent of expense to the government it provides for the separation from the public payrolls of disabled or aged officials, and at the same time provides support in their hours of need."

### COMING FROM ENGLAND. The Ancient and Honorable Artillers

of London.
Col. Hedges, Col. Ferris, Capt. Folson

and Capt. Cushing, representatives of the Ancient and Honorable Artillery Company of Massachusetts, were escorted to the White House yesterday by Secretary Long. They informed the President that the Ancient and Honorable Artillery Company of London, an organization similar to their own, was to visit the United States next June as their guests. They would make a tour of the United States, and mext June as their guests. They we make a tour of the United States, would be glad of an opportunity to their respects to President McKinley, latter agreed to the request to receive visitors.

EX-SENATOR QUAY'S CASE

Not Thought That More Than One Democrat Will Support Him.

Drop the Contest Before It is

The claim made on behalf of ex-Senator Quay that he will be given a seat in the number of democratic votes appears to be based on nothing but assumption. The claim is made that Mr. Quay will have the votes of Messrs. Daniel, Martin, Morgan, McLaurin and Sullivan. It is not likely that Mr. Quay will get the vote of more than one of these. A canvass of the senate on this subject, senator by senator, is impossible, for the reason that senators re serve the right to keep to themselves their intentions, and many would resent an in-quiry as to how they will vote, no matter

intentions, and many would resent an inquiry as to how they will vote, no matter by whom made.

It is pretty well understood, however, that, while they are friendly to Mr. Quay and were at one time inclined to vote for him, neither Daniel, Morgan, Martin nor McLaurin can, after fully looking into the question, see his way clear to do so, and it is fully expected that they will vote with the majority of the committee on privileges and elections if the question ever comes to a vote. It is believed that if Mr. Quay gets any democratic vote it will be that of Mr. Sullivan.

The inability of Mr. Quay's friends to get any of these democratic senators to commit themselves as to their votes, is causing some of Mr. Quay's more judicious friends to advise that the matter be dropped, and it is said that Mr. Quay appears to be inclined to take this advice under consideration.

A senator, who is very friendly to Mr. Quay, and who would have been pleased at his being elected to the Senate, but who does not believe that he now has a right to the seat, said today that he did not believe it possible for Mr. Quay to be seated, and that if the advice of some of his best friends prevailed the question would not be permitted to come to a vote.

It is a known faot that a number of senators who were at the time of the meeting of the Senate disposed to vote for his seating, have come, after studying the question carefully, to the conclusion that they cannot vote for him, and it will be personally painful to them to be compelled to vote, when their sense of duty will require them to vote against the inclination of their friendship.

It will be some time yet before the reports of the committee can be prepared and submitted to the Senate on account of the time of the committee being occupied with the Clark case; and neither side appears in a hurry for action by the Senate.

the Clark case; and neither side appears in a hurry for action by the Senate.

## NEWS FROM PRETORIA.

Some Explanations Received From Consul Macrum of His Actions.

Mall advices are just coming to hand from United States Consul Macrum, explaining in detail the situation at Pretoria at the outbreak of the Boer war, and his own conduct respecting the representation of British interests in the Transvaal. It appears from these that Mr. Macrum, like his successor at Pretoria, Mr. Hollis, was placed under a technical limitation in the exercise of his functions by the Boer government, and while he was permitted to disburse the funds sent him by the British government for the comfort of the British prisoners in Pretoria, he did so under the distinct stipulation that he was acting un-

prisoners in Pretoria, he did so under the distinct stipulation that he was acting unofficially.

Possibly the motive of the Boer government in refusing to allow the American consul to act officially was a desire on its part to force the British government into some official recognition of the status of the South African republics. If so, the effort failed, and Mr. Macrum and his successor. Mr. Hollis, have gone on in their work of mercy without molestation from the Boer government. That object being secured, and there being little else at present in the nature of business touching British interests in Pretoria that requires the attention of a representative of that government, the State Department here is disposed to allow the situation to drift along without change or protest because the Boer government has not seen fit to allow the American consul to act for Great Britain in an official manner.

There is nothing in Mr. Macrum's report to throw the faintest light upon his inexplicable action in quitting his post in the middle of the war.

The State Department has heard indirectly from Mr. Webster Dayls, assistant

middle of the war.

The State Department has heard indirectly from Mr. Webster Davis, assistant secretary of the interior. Mr. Davis is now at Cape Town, and his appearance at that place gave rise to all sorts of wild rumors to the effect that he was charged with some weighty diplomatic mission, and especially with a purpose to mediate between casily with a purpose to mediate betw. the belligerents in South Africa. As a m ter of fact, Mr. Davis has absolutely diplomatic powers. He went to South rica for his health, seizing upon the oppunity to pay a visit to United States C. still General Stown at Cons. There is the best of the case of the constraint of the constraint of the case sul General Stowe at Cape Town, who his near relative. Unfortunately, the ge nis near relative. Unfortunately, the gen-tleman gave some foundation for the ru-mors referred to by projecting a journey to Pretoria, in company with Mr. Stowe but that trip was abandoned as soon as it appeared that its purpose might be miscon-strued.

# OPENING THE HEMP PORTS.

Gen. Otis Reports That It Will Bo Done as Soon as Possible.

Owing to the great interest taken in this country in regard to the opening of the said to be necessary to prevent a "corner n hemp, Adjutant General Corbin, by direction of the Secretary of War, sent the following telegram of inquiry to Gen. Otis on the subject Tuesday afternoon: "WASHINGTON, January 9, 1900.

'Otis, Manila: "Urgent inquiries and anxiety here about hemp. Whenever you are in a position to give definite information about opening

ports it would be great relief to Gen. Otis replied yesterday as follows:

Gen. Otis replied yesterday as follows:
 "MANILA, January 10, 1900.
 "Adjutant General, Washington:
 "Obliged to use all available coasting vessels supplying troops in various islands. Unable to move troops to hemp districts as soon as anticipated. Am now collecting vessels here for that purpose. The United States transports too great draft. Have opened Roblem and Capiz. Some hemp coming in. Will open hemp district as soon as possible, some time this month. Bates has about cleared up Province of Cavite, making large captures. Cavite, making large captures.

### Naval Orders. Capt. P. A. Rearick, U. S. N., has be

detached from duty at Newport News and ordered home to await orders. Lieut. H. E. Smith from the Richmon

to the Texas.

Lieut. Com. W. F. Halsey from the Naval Academy to the training ship Adams, now at Honolulu, as executive officer.

Lieut. J. R. Edie from the Texas, when relieved, home and await orders.

Lieut. Com. J. B. Milton from the Mare Island navy yard and to San Francisco for duty connected with the construction of the Wisconsin.

# sistence, in charge of the commissary department at Manila, has applied to the Department for retirement on account of ill-health, and it is probable that Major

Commissary Department Changes.

Major O. M. Smith, commissary of sub-

Edward S. Dravo, commissary of subsist-ence, who is also at Manila, will succeed him in charge of subsistence affairs in that department. The retirement of Major Smith will result in the promotion of Cap-tain David L. Brainard, now on his way home from the Philippines on account of impaired health. The resulting vacancy in the list of captains in the subsistence de-partment will probably be filled by transfer from the line. AUCTION SALES OF REAL ESTATE, &c. Today.

AUCTION SALES. FUTURE DAYS.

# Celebrated Furniture Stock at Auction.

Fifty-five Bed Room Suites in Mahogany, Oak and Walnut, Fifteen Elegant Parlor Suites, Sixty Odd Parlor Pieces, Five Folding Beds, Thirty-five Sideboards in Oak and Walnut, China Closets, Twenty Morris Chairs, Enameled Beds, Hat Racks, Mantel Cabinets, Ladies' Desks, Leather and Other Couches, Thirty-five Oak Beds, Chiffoniers, Fifty Parlor, Bed Room and Library Tables, Dinner Wagon, Rockers, Extension Tables, Easels, Sixty Mirrors and Coat Racks, Twenty-five Rolls

On Monday and Tuesday, January 15 and 16, at 10 a.m., I will sell at Towles' Warerooms, 414 10th street northwest, the Entire Furniture Stock contained therein. Stock on exhibition daily, commencing Thursday, January 11.

As is well known, Mr. Towles handled nothing but FIRST-CLASS Furniture. An exceptional opportunity is therefore offered to the public to purchase such goods at auction prices.

Marcus Notes, Auctioneer.

THIS AFTERNOON.

AUCTION SALES.

FUTURE DAYS.

C. G. SLOAN & CO., AUCTS., 1407 G ST. N.W.

CHANCERY SALE OF VALUABLE REAL ESTATE SITUATED ON K STREET BETWEEN
207H AND 21ST STREETS NORTHWEST.

By virtue of a decree of the Supreme Court of
the District of Columbia, passed in equity cause
No. 20891, the undersigned trustees will offer for
sale at public auction, in front of the premises,
on THULSDAY, the ELEVENTH day of JANUARY, A. D. 1900, at HALF-PAST FOUR O'CLOCK
P.M., part of lot numbered three (3), in square
numbered seventy-six (76), in the city of Washington, D. C., beginning at a point on K street distant 14 feet east from the southwest corner of
said lot, and running thence east 14 feet, thence
north the full depth of the lot to an alley, thence
along said alley to a point 14 feet east from the
northwest corner of the lot and thence south with
the full length of the lot to the point of beginning.
Terms: One-third cash and the balance in one
and two years, or all cash. A deposit of \$100
will be required at the time of sale. If the terms
are not compiled with in affect days the right is
reserved to resell at the risk and cost of the
faulting purchaser after five days 'readvertisement
in The Evening Stor. All conveyancing, recording
and stamps at purchaser's cost.

MICHAEL J. COLBERT, 512 F st. n.w.,
JAMES E. PADGETT, Stewart building,
de29-d&ds C. G. SLOAN & CO., AUCTS., 1407 G ST. N.W.

### FUTURE DAYS.

GOVERNMENT SALE ONE SORREL HORSE.
On NATURDAY, JANUARY THIRTEENTH, AT 12
O'CLOCK M., will be sold, at our auction rooms,
corner 10th and Pa. ave. n.w., one sorrel horse,
without reserve. Terms, cash. jall-2t

JAMES W. RATCLIFFE, AUCTIONEER. Executors' Sale of the En-

tire Contents of the Samuel J. Meeks Repository, 622 G Street Northwest, Comprising Pittsburg Rockaways,

Panel Rockaways,

HOLD FURNITURE, PROM PRIVATE RESIDENCES AND A LOCAL STORAGE HOUSE,
TO BE SOLD WITHIN OUR ROOMS, 1407 G
STREET (2D FLOOR), SATURDAY, JANUARY
THIRTEENTH, 1800, AT TEN A.M.—
landsome Oak and Welnut Chamber Furniture, in
Suites and Odd Picces, White and Brass Beds,
Folding Heds, Handsome Sideboards and Extension Tables, Dining Chairs, Parlor Furniture,
Rare Pictures, Fine Bric-a-brac, Curios, Clocks,
Hangings, lot of Storage Goods, from warehouse; Rugs and Carpets, Antique Picces,
Tollet Ware, Mattresses, Pillows, Tables, Chairs
and Rockers, 3 Iron Safes, Turkish Goods, Refrigerators, Bookcases, Office Furniture, 17 harrels assorted Crockery for National Guard;
Stoves, lot Sundries, one Coupe Rockaway, &c.,
&c.

AND AT TWELVE M.,
Horse, Carriage and Harness,
C. G. SLOAN & CO., Auctioneers,
1107 G st.

DUNCANSON BROS., AUCTIONEERS.

DUNCANSON BROS., AUCTIONEERS.

TRUSTEES' SALE OF TWO-STORY BRICK DWELLING, NO. 1830 HARRISON AVENUE SUUTHEAST.

By virtue of a certain deed of trust, recorded in Liber No. 2205, at folio 483 et seq., one of the land records of the District of Columbia, we shall sell, in front of the premises, on THURSDAY, THE EIGHTEENTH DAY OF JANUARY, A.D. 1900, AT FOUR O'CLOCK P.M., tot Eirty-two 629, in square ten hundred and ferty-one (1,041), together with the improvements thereon.

Terms of sale: One-third cash, balance in one and two years, with interest at 6 per cent per snum, psyable semi-annually. \$100 required at time of sale, and the purchase; allowed ten days from date of sale to complete the purchase.

MILLIAM H. DUNCANSON, JAMES F. SCAGGS, Trustees.

TRUSTEES' SALE OF VALUABLE LOT, IMPROVED BY DWELLING 8046 HIGHLAND
AVENUE, CLEVELAND PARK.
By virtue of a deed of trust, duly recorded in
Liber No. 2107, folio 39 et seq., of the land records of the District of Columbia, and at the request of the party thereby secured, we will sell
at public auction, in front of the premises, on
MONDAY, JANUARY FIFTEENTH, 1900, at FOUR
OCLOCK P.M. the following described real es quest of the party thereby secured, we will sell at public auction, in front of the premises, on MONDAY, JANUARY FIFTEENTH, 1999, at FOUR COLOCK P.M., the following described real estate in the county of Washington, District of Columbia: Part of the eastern or unsubtivided portion of Cleveland Park, beginning at point on south side of north road in said park, same bearing south 22 degrees, 11 minutes, 30 seconds west 20 feet from southwest corner of tract purchased by Judge W. S. Cox and being also southeast corner of M. Burke's land; thence south 67 degrees, 48 minutes, 30 seconds west 12 degrees, 11 minutes, 30 seconds west 84.47 feet; thence south 67 degrees, 48 minutes, 30 seconds east 60.05 feet to north gutter of road plying immediately south of and adjoining the land by said trust conveyed; thence with north gutter of said road in a scuti-westerly direction with a curve, whose radius is 219.5 feet, 83.4 feet; thence north 22 degrees, 11 minutes, 30 seconds east 101.05 feet; thence south 67 degrees, 48 minutes, 50 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 101.05 feet; thence south 67 degrees, 48 minutes, 50 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 10 feet; thence north 22 degrees, 11 minutes, 30 seconds east 84.47 feet to beginning, containing 7.386 square feet, more or less, with the improvements above stated. Sold subject to trust of March 3, 1891.

Ferms: One-fourth cash, of which a deposit of 100 mast be made at the time of sale, and the balence in three equal installments in one, two and three years from day of sale, for which notes of the purchaser, bearing interest from day of sale for which notes of the purchaser. All conveyancing, revenue stamps and recording at purchaser a cost. If term

C. G. Sloan & Co., Aucts., 1407 G st. n.w.— Cfinnerry sale of real estate on K st. bet. 20th and 21st sts. n.w., on Thursday, January 11, at 4:30 p.m. Michael J. Colbert and James E. Padgett,

FUTURE DAYS. C. G. SLOAN & CO., AUCTIONEERS, 1407 G ST.

C. G. SLOAN & CO., AUCTIONEERS, 1407 G ST.

TRUSTEEN SALE OF A VALUABLE 2 STORY
BRICK BUILDING USED AS A LAVERY STABLE, SITUATE IN THE REAR OF P STREET
BETWEEN ITH AND ISTH STREETS N.W.,
AND 5 SMALL BRICK HOUSES SITUATE IN
AN ALLEY, NEAR THE NEW LIBRARY.
By virtue of that certain deed of trust duly recorded in Libre 2128, folio 272 et seq., of the land
records of the District of Columbia, and at the request of the party secured thereby, we will sell,
at public auction, in front of the respective premises, on THURSDAY, JANVARY EIGHTEENTH,
1800, AT FOUR O'CLOCK P.M., the real estate
situate in square 151, and at FIVE O'CLOCK P.M.,
the real estate situate in square 785, hereinafter
described, in the city of Washington, District of
Columbia, to wit: Part of original lot 16, square
187, beginning for the same at a point 155.83 feet;
thence east 48 feet; thence routh 64.63 feet to an
alley; thence northerly along the line of said alley
to the point of beginning; being all the said lot 16,
as recorded in the surveyor's office for said District
in book 11, folio 38, except the north 162 feet by
the width of said lot, improved by large and valuable 3-story brick building used as a public livery
stable. Also lots numbered 29, 30, 31, 32 and 33,
in Frederick R. Windson's subdivision of original
lot 1, in square 785, as per plat recorded in the
office of the surveyor for the said District, in Liber
15, folio 10, improved by 3 brick dwellings of 4
rouns each, and 2 brick dwellings of 6 rooms each,
situate on alley in said square.

Terms: The property in square 157 will be soft
one third cash, of which a deposit of \$200 must be
made at the time of said, and the balance in 2
equal installments, payable in 1 and 2 years from
day of saie, for which notes of the purchaser, bearing interest at 6 per cent per annum, payable
quarterly, and secured by deed of trist on the
property soid, will be taken, or all cash, at the
option of the purchaser, The lots with the improvements thereon in square 157 will be soften
on each lo

JAMES W. RATCLIFFE, AUCTIONEER.

TRUSTEE'S SALE OF VALUABLE IMPROVED

Panel Rockaways,
Surreys, Phaetons,
Pneumatic Runabouts,
Victorias, Dog Carts,
Dayton Wagons,
Delivery Wagons,
Delivery Wagons,
Together with a large assortment of Second-hand
Carriages, Buggies, etc., in
good condition.
To be sold by public auction on the above premises
on Tuesday, the 23d day of
January, 1900, commenceing at 10 o'clock a.m.
Now ready for inspection.
Terms cash

George A. Prevost,
Samtel M. Meeks,
George A. Prevost,
Samtel M. Meeks,
Jalladsdos

George A. Prevost,
Samtel M. Meeks,
Jalladsdos

George A. Prevost,
Samtel M. Meeks,
Jalladsdos

C. G. Sloan & Co., Actioneers, 1407 G St.

Attractive Sale of All Kinds of House,
Jalladsdos

C. G. Sloan & Co., Actioneers, 1407 G St.

Attractive Sale of All Kinds of House,
Jalladsdos

To Be Sold Within old Rooss, 1407 G St.

Attractive Sale of All Kinds of House,
Jalladsdos

Thirteentil, 1800, At Ten A.M.—

Executors Estate Samuel J. Meeks, deceased,
Jalladsdos

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Jalladsdos

Thirteentil, 1800, At Ten A.M.—

Executors Est

C. G. SLOAN & CO., AUCTS., 1407 G ST. N.W.

TRUSTEES' SALE OF VALUABLE PARTIALLY IMPROVED PROPERTY, LOCATED ON VER-NON AVENUE, KALORAMA AVENUE, CALI-FORNIA AVENUE AND BELMONT AVENUE BETWEEN 18TH STREET AND COLUMBIA

BETWEEN ISTH STREET AND COLUMBIA ROAD.

By virtue of eight (8) certain deeds of trust, dated the 31st day of May, 1839, and duly recorded in Liber No. 2388, at folios 388, 395, 402, 409, 416, 423, 430 and 436 of the land records of the District of Columbia, and at the request of the parties secured thereby, we will offer for sale, at poblic auction, in front of the premises, on WEDNESDAY, THE SEVENTEENTH DAY OF JANUARY, 1909, AT QUARTER/PARY FOUR O'CLOUK, P.M., the following described land and premises, situate, lying and being in the District of Columbia, being lots numbered thirty (30), thirty-two (32), thirty-three (33) and thirty-five (35), in block numbered three (3), lot thirty-eight (38), in block numbered six (6), and lots thirty-two (32), and thirty-ty-two (32) and thirty-ty-true (34), in block numbered five (5), all in Seymour W. Tullock's subdivision of "Washington Heights," as per plat recorded in Liber County No. 12, at folios 54, 55 and 56, together with the improvements, consisting of eight (8) unthished brick dwellings.

Terms of sale: One-third cash, banance in one and two years, with interest at 6 per cent per annum, payable semi-annually, and secured by deed of trust on the property sold, or all cash, at the option of the purchasers. A deposit of \$200 will be required on each house at the time of sale.

1a5-d&ds JAMES W. RATCLIFFE, AUCTIONEER.

JAMES W. RATCLIFFE, AUCTIONEER.

TRUSTEES' SALE OF VALUABLE UNIMPROVED REAL ESTATE ON LINDEN OR 4TH STREET NORTHWEST, LE DROIT PARK. Under and, by virtue of a deed of trust, dated April 11, 1893, and recorded in Liber 1890, follo 329 et seq., of the land records of the District of Columbia, and at the request of the holder of the note secured thereunder, we will seil, at public anction, in front of the premises, on MONDAY, THE FIFTEENTH DAY OF JANUARY, A. D. 1890, AT HALF-PAST FOUR O'CLOCK P.M., the north forty (40) feet of lot numbered two (2), in block numbered thirteen (13) of A. L. Barber & Co.'s subdivision of certain tracts of land, now known as Le Droit Park, as per plat recorded in Liber Gov. Shepherd, folio 15, in the surveyor's office of the District of Columbia.

Terms of sale: One-third cash, Balance in three equal installments, in one, two and three years, with interest at the rate of 5 per cent per annum, secured on property sold, or all cash, at option of purchaser. All conveyancing and revenue stamps at cost of purchaser; \$100 deposit or and of an and the conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. We have a consequence of an anound of an anound of an anound of an anound of an account of an account of an account of contraction of contraction of contraction of the purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at cost of purchaser. All conveyancing and revenue stamps at the stamps at the stamps at the stamps at the st

THOMAS DOWLING & CO., AUCTIONEERS.

the purchaser. All counts and recording at purchase and recording at purchase are not compiled with the trustees reserve the right the right sand cost of the repurchasers after eight The Evening Star newsTHOS. E. WAGGAMAN, JOHN W. PILLING.

JOHN W. PILLING.

JOHN W. PILLING.